

INTIMATION

S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

CLARET

	Per Case	Per Case	1 doz. Qts.	2 doz. Pts.
ST. ESTEPHE	8.00	8.90		
ST. JULIEN	10.00	11.00		
LA ROSE	13.00	14.00		
CHATEAU HOUTHTON BRION LARIVET	19.00	20.00		
CHATEAU MOUTON D'ARMAILHACQ	23.00	24.00		
CHATEAU PONTET CANET	25.00			
CHATEAU LA TOUR CARNET	30.00			
CHATEAU RAUZAN	44.00			
CHATEAU LAFITE	50.00			

The above Clarets, imported from the well known firm of CHAS. RANCOURT ET FILS, are of exceptional value, and guaranteed to be the genuine product of the Jules of the Grape.

Clarets from the Celebrated Chateaux above mentioned are too well known to connoisseurs to need further comment, and we can confidently recommend them as mature and in fine condition.

A. S. WATSON & CO.
LIMITED,

ALEXANDRA BUILDINGS
AND KOWLOON DISPENSARY.
Hongkong, 8th September, 1909. [29]

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for cash.

Telegraphic Address: PRESS.
Code: A.B.C. 5th Ed. Leiter.
P. O. Box, 34. Telephone No. 12.

BIRTH.
On August 15th at Katrineborg, SANDBORG, Norway, the wife of BJARNE ALGAARD, of a son.

MARRIAGE

At St. Joseph's Church, Hongkong, on the 13th September, KATHLEEN ERNE LYSAUGHT to ALFRED JOSEPH WALTERS, Chief Engineer to Charles Hardwick.

HONGKONG OFFICE: 10A, DES VŒUX ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 14TH 1909.

We have not, as yet, at all events, seen cause to alter our expressed conviction that the government of the Regency is sincerely desirous of introducing a thorough reform of the fiscal system of China; it, however, at the beginning, seems to have entirely under-estimated the power of the reactionary forces, which its well-meant efforts to clear the den of corruptions have brought into prominence once more. The difficulty is the same in kind, though fortunately not in degree, as in September, 1898, followed on the expulsion from the Palace of the arch-traitor LI HUNG CHANG; when the discredited EMPRESS DOWAGER TSE HI, furious at the attempt of her recently emancipated protégé to act on his own initiative, consigned him to an ignominious imprisonment, which lasted through the remainder of his unhappy life, and only ended with his mysterious death the day before that of his implacable persecutor. Foremost in the list of the financial blunders which are keeping China still at the tail-end of the race, is, of course, *lîkin*, and now and then from Peking we hear the far-off thunder of the contest.

The Government of the Regency is by no means so blind to the ill-effects of the system at large, and more especially to its hampering results, so far as the Imperial prerogative is concerned, as many, or indeed most of our would-be authorities on Chinese affairs would have us believe. That Government is, however, remiss daily of the enormous difficulty of the task that any attempted interference would entail. One of the worst features of the case is that no one, even of those most intimately associated with the collection, has the slightest knowledge either of the amount collected, nor of the cost of collection. The Provincial authorities are in this little better off than Peking; the collectors hold no official rank, and have no place in the official hierarchy, and are subjected to no official control, the whole system being one of contract and subcontract, down to the lowest coolie on the lookout for passing boats, or told off to watch the cultivator bringing in on his back the nearest village the produce of his small patch of garden ground. No provincial official however, will interfere with the *lîkin* collector; to do so, he finds, would be to quarrel with his own bread and butter; for although he gets nothing directly, it is the *lîkin* that pays for the gunboats and crews in the next creek, and they constitute as a rule the only guard and protection that he has in case of need. The gunboats, though under the orders of the Magistrates, know well that it is useless to look to him for payment of their wages, so are devoted to the *lîkin*. Then in each province the *lîkin* collectors and their satellites, all living on the vitals of the land, number their thousands, often their-tens of thousands, all of whom are bound by the strongest bonds of common interest to support one another. There is thus in every province in China an imperium in imperio, whose interests are distinct from, and generally opposite to, those of the government, be it metropolitan or provincial. This imperium for the most part is master of the only armed police force in the district, and is accustomed to use it when there is any disposition shown on the part of the traders of the district to grumble at the amount of the fees extracted. Moreover, there is no settled tariff. The holder of each collecting post has had to pay before appointment a heavy sum down, and has to recoup himself as best he can for his own expenses, and the expenses of all those who consider themselves entitled to live off him, which with the peculiar family ideas of the Chinese in such cases is no light matter, as each ne'er-do-well of the family, however remotely connected, conceives himself of right entitled to support. Unfortunately Chinese public opinion here is always on the side of the useless hanger-on.

How wasteful such a system may become, we have an instance in the taking over of certain native Customs stations by the Imperial Maritime Customs in 1901. A small establishment at Santao in Fukien, a petty trading place whose principal market town was the city of Funing-fu, employed a staff of little short of 600 individuals, and returned as its collection 9,000 taels per annum, besides, as a solatium, the holder paid an insignificant sum of 2,000 more taels to certain provincial officials. Without raising the charges in any way, and simply by keeping proper accounts, and reducing the staff to sixty, afterwards found more than sufficient for the work, at the end of the first year, a sum of Taels 61,262, was actually remitted. True, this was not the *lîkin* but the Native Customs; it is, however, well-known that the administration of the Native Customs was purely itself compared with that of the *lîkin*, where the only recognised tariff was the amount the individual holder found it possible to screw out of his own particular line of country.

In the year 1903, the Home Government, actuated with a desire to do something in China, sent out SIR JAMES MACKAY, a gentleman well-known in Indian financial circles, to ascertain what was the position in China, more especially with regard to *lîkin* which was described by the Chamber of Commerce in China as the worst of all the mercantile grievances with which they had to contend. Full of self-imagined importance SIR JAMES MACKAY came out to China, and met the usual fate of all such envoys. He was, in fact, to shorten the matter, fooled to the top of his bent. Warned in time, of the necessary consequence of the methods that he was adopting, the only result of his visit was to rivet the chains of *lîkin* still tighter, and to add to still more reaction any impediments being placed in the way of local industries than had previously existed. It was a repetition of the old days of SIR JOHN DAVIS, of CAPTAIN ELLIOT, and LORD ELGIN. SIR JAMES MACKAY, like the prophet of old, had come in the pride of his heart to effect the destruction of *lîkin*, and

Rip van Winkle is no old-time myth. The following telegram dated August 31st last is published in the *Japan Mail* of the 2nd inst. "By special arrangement with the Tokyo *Asahi Shimbun*":— "Mr. McKinnon Wood has stated in the House of Commons that the Government has authorized the Government of Hongkong to advance £1,000,000 to the Chinese Government for the repurchase of the concession for the Hankow-Canton Railway." In Hongkong we heard the news in A.D. 1905.

A meeting of the Sanitary Board takes place to-day. The "Orders of the day" number twenty.

A Chinese contemporary states that a proposal has been put forward for an increase of duties on wines and tobacco in China.

Mr. D. A. M. Brown, of Penang, has won the Highland amateur golf championship at Pitlochry, beating Campbell by two up and one to play.

Mrs. Arnhold, Karberg and Co. are reported in a Hankow paper to have secured the contract for lighting the city of Changsha with electricity.

Mr. Fairbanks, Ex-Vice-President of the United States, accompanied by Mrs. Fairbanks, arrived in Shanghai last week and are staying at the Palace Hotel.

Dr. Felles, the ship's surgeon on board the steamer *Rajahabu*, died from heart failure while the vessel was going up to Bangkok on August 28th. The deceased was very well known among the shipping fraternity in Hongkong and the Far East.

Singapore papers announce the death of Capt. Heinrich Oehlers, who had been a resident of Singapore close upon fifty years and was well known amongst the older members of the community. Capt. Oehlers was born at Itzehoe, Schleswig-Holstein, in January, 1839, and was therefore 70 years of age at the time of his death.

There were eight British cruisers in Colombo harbour on August 30. Besides the Admiral's flagship, the *Hyacinth*, there were three vessels belonging to the East India Squadron, viz., the *Proserpine*, *Fox*, and the *Sealark*, while the Australian Squadron was represented by the *Pyramus*, *Pioneer* and the *Pryce*, all three of which are to be recommissioned, and the new officers and crew turned over from H. M. S. *Terrible*.

By an unfortunate transposition of two lines in yesterday's leading article, due to a printer's error, the sense of a paragraph was destroyed. It should have read:—"It is worth pointing out in this connection that the import duty on wines and spirits into China ranges from 9 mandarins per imperial gallon (or rum and gin) to only 3 pence per case on whisky and 5 pence on brandy; so that, unless we have a fairly large preventive service, a surreptitious import trade in wines and spirits from Canton and other coast ports may develop."

The following extract is from the *Gazette* of the Merchant Service Guild:—"The Guild have addressed themselves, in a very emphatic way, to the Foreign Office regarding the diabolical treatment of Mr. W. G. Lawson, M. B. C., chief officer of the s.s. *Zubi*, who, together with Mr. McCormick, second engineer, was arrested, and treated in a most cruel and degrading way by the American Customs authorities at Manila. The real aim is to recover its power of control over the provinces; and here the *lîkin* system, as at present constituted, and acting independently of both Provincial and Metropolitan Governments is the great obstacle. Plainly, Peking and the Provinces both see that it is too powerful to be attacked in front, and that the only methods holding out a reasonable promise of success is a regular siege. Time was, and not so long ago, that the greatest opponents to any measure of the sort would have been the Provincial governments; but with the gradual enlightenment of the country, and the real desire on both sides to have the duties of Central and Provincial administrations defined under some constitutional system, this old sore of the necessary opposition of the Capital and the Provinces, has practically ceased to exist. This gradual rapprochement of the two is probably the best assurance we can have of the stability of the Regency, and the progress of reform in the financial system, which is one of the chief measures it has in hand."

Mr. N. H. D. Cusden, who had been lying ill at the General Hospital, Singapore, for some time, died in that institution last week, much to the regret of his colleagues of the Telegraph Company's staff and of the many friends who had come to regard him as a sterling young fellow. The cause of death was enteric fever complicated with pneumonia. He was the third son of Mr. W. A. Cusden, Inspector-General of Police, and Mrs. Cusden, who are now at home on holiday, and there will be very great sympathy with these respected residents of Singapore in their loss, as well as with the deceased's brothers, Mr. R. L. Cusden, also of the Telegraph Co., and Mr. G. P. Cusden, who is an assistant commissioner of police in the Federated Malay States.

To date, says the *Peking Daily News* of the 4th inst., about 500 students have been registered for the examinations to be held by the Walupu and the Board of Education for the purpose of selecting students to send to America. Of this number about 150 have registered for technical courses, and 350 for general collegiate courses. The first examination will be held to-day in the new Examination Hall, adjoining the premises of the Board of Education, and will be in Chinese literature. The examination of the second day will be in English composition and literature. Examinations will begin at 7.30 and last till 6 in the afternoon. Students who fail to pass these two preliminary examinations will not be permitted to take part in the examination in mathematics, history, modern languages, physics and chemistry, which will be held from the 9th to the 12th. Only 100 students are to be sent this year to enter various universities in the United States.

The following appointments in the Chinese Imperial Maritime Customs service have been notified:— Indoor Assistants:—N. E. Bryant, E. Laporte, L. H. Lawford; all to Shanghai; Chief Tidesurveyor:—J. L. Lutz, to Amoy. Examiner:—E. Stevens, to Amoy. Transfer: are as follows:—Indoor Assistants:—J. Kibbitts to Peking to Shanghai. J. de W. Jansen to Swatow. M. Kitaihai Dairen to Amoy. J. Deveira Shanghai to Hangchow. W. O. Law Shanghai to Wu-chow. A. C. Bisterfield Hangchow to Shanghai. H. D. Hilliard Hankow to Swatow. H. Darby-Tynall Swatow to Foochow. E. E. Moran Peking to Foochow. E. H. Campbell Foochow to Shanghai. R. S. Hunter London to Peking. Outdoor Assistant Examiners:—J. J. Gormann Yoochow to Shanghai. J. W. J. Schaeff Newchwang to Shanghai. O. R. J. Konig Shanghai to Yoochow. F. W. H. C. C. Bisterfield Assistant at Wu-chow, and J. Bromley, Chief Examiner Tientsin, have been granted leave.

Admiral Harber, in command of the Philipino "Bamboo" squadron, is expected to arrive in Hongkong after the tour in the north to-day or tomorrow.

The electric light installation at the Naval Yard was formally inaugurated last night. Mrs. Lyon, wife of the Commodore, performed the ceremony of switching on the light.

A gloom spread over the community of Shanghai last week on the announcement made that both Mr. Coath, superintendent of the Pacific Commercial Cable Co., and Dr. Goddard, an oculist, both American citizens, had died on the same day of cholera. The deceased gentlemen were related and had lived in the same house. Earlier in the week Mr. Georg Hirt, a German resident, had died of cholera.

The remains of Mr. Carl Koch were interred at Happy Valley last evening when a large number of mourners assembled to pay their last tribute of respect to one who was held in high esteem.

At the monument the funeral procession was met by a representative body, which included Messrs. S. Swart, G. Engel, A. Kosch, H. Brodersen, Houser, C. G. Gok, C. K. Kithenmantel, J. Bitzen. There were many floral tributes.

Bishop Ingham, the Home Secretary of the Church Missionary Society, left Victoria last month for an extended tour of the mission fields, which will include visits to Japan, China, India, and Egypt. Mrs. Ingham accompanied him, and several prominent members of the Church Missionary Society gathered on the platform to see them off. The object the bishop's tour is to gain a personal knowledge of the conditions under which missionaries work in different parts of the world, and he expects to arrive back in London next April.

Mr. F. A. Hazelton presided at a meeting of Justices held at the Magistracy yesterday afternoon. There were also present Messrs. J. R. Wood, F. J. Baddeley, R. H. A. Craig, G. H. Wakeman and C. D. Melbourne. The meeting was called to consider an application from Mr. W. Winch for a publican's licence to sell by retail intoxicating liquors at the Bellis View Hotel. There were no police objections and the application was granted unanimously.

A pretty wedding took place yesterday at St. Joseph's Church, Garden Road, the contracting parties being Miss Elsie Kathleen, daughter of Mr. William Lysaught, and Mr. Alfred Joseph Walters, chief engineer on the s.s. *Charles Hardwick*. The bride, who was given away by Mr. A. F. Ramsey, (brother-in-law), wore a charming white silk coline princess gown trimmed with exquisite hand embroidery. Her bridesmaids were Miss Pereira and Miss E. Wood, while the bridegroom was supported by Mr. A. Lindberg and Mr. C. H. Wood. The ceremony, which was a quiet one, was conducted by the Rev. Father Augustine. Many friends and well-wishers of the happy couple were present, and afterwards went onboard the yacht *Marion*, where Mr. and Mrs. Ramsey were at home. The honeymoon is to be spent at Wuchow.

OPIUM SUPPRESSION.

In the Spring of this year the Board of Finance appointed several officials to investigate the suppression of the cultivation of the poppy in the Provinces of Kiangnan, Anhui, Honan, Shantung and Shensi. They have now reported as follows:—With regard to Kiangnan, the cultivation of the poppy is confined to some fifteen districts within the Provinces of Hwaihang, Suchow, Hatchow, and Tungchow, of these the districts of Fang, Pei, Siao and Tungchow produce the most. In the year before last there were disastrous floods in Kiangnan and the authorities attributed the fact that people had not stored grain, for such emergencies to the cultivation of the poppy, and at once issued proclamations for the suppression of the growing of the opium plant. Last year the area under cultivation was reduced by more than one-half, and this year it is reduced by quite 99 per cent. It can, therefore, be confidently hoped that the cultivation of the poppy will entirely cease in the Province of Kiangnan. The South of Anhui is not suitable for the cultivation of the poppy, and it is confined to the North. Most of it is grown in Fungyuan Fu and Yingchow Fu, but small quantities are also grown here and there in the other districts. Since the proclamations for its suppression were issued last year the quantity grown has been reduced.

Opium is grown in most districts in Shantung, but the districts of Teng Hsien, Tsinling, Kinshing and Tan Hsien produce the most.

Last year the Governor of Shantung issued a proclamation suppressing the cultivation of the poppy, and he sent deputies to all parts of the province to make investigations with power to have all opium plants uprooted if they should find them. However, with regard to the three districts of Tsinling, Kinshing and Tan Hsien, leave has been granted to the poor people to finish the present crop, as seeds have already been sown, and they are forced to uproot their opium plants they would be deprived of their means of livelihood; but it has been made clear to them that they must cease growing during the second half of the year. On the whole the area under cultivation in Shantung is much reduced as compared with former years.

In Honan the districts of Hsia-yai, Shang-chia and Yung-cheng in Kweichow Fu, and Hsia-chow, Shang-cheng and Chang-chow in Hsia-chow Fu, produce the most opium for the market. Last Autumn the Governor of Honan ordered his subordinates to prohibit its cultivation, and this Spring he sent out deputies to make investigations with power to uproot all opium plants found growing. But a lot is still grown in the Yung-cheng district, for the same state of things is prevailing there as in Tsinling, Kinshing and Tan Hsien. The local authorities petitioned to let the people finish the present crop on condition that they are to cease growing entirely during the second half of the year. As to the rest of the opium-growing districts if cultivation has not entirely ceased very little is grown.

Opium is grown practically all over the Provinces of Shensi. Since the proclamations for the suppression of the cultivation of the poppy were issued no more has been grown in the south, and although it has not been entirely suppressed in the north only very little is grown here and there on the Mongolian Border.

Lord Kitchener left Colombo yesterday on board the M. M. steamer *Sydney* and should arrive in Hongkong on the 27th inst. No preparations have so far been given as to the preparations being made to welcome the distinguished officer, but it is not unlikely that his visit here will be associated with the ceremonial opening of the new Admiralty Dock.

ACCIDENT TO MR. J. J. LEIRIA.

While leaving the Portuguese Consulate on Saturday afternoon to proceed to the Corinthian Yacht Club's swimming carnival, Consul-General Leiria slipped on the road and fractured his right leg. On Sunday the leg was set by Drs. Sedman and Marriott, but Mr. Leiria will be confined to his bed for some time. The Consul had the misfortune to break the same leg about three years ago.

TELEGRAMS.

[Protected by the Telegraphic Message
Copyright Ordinance 1894]

"DAILY PRESS

SHIPPING NOTES.

Captain W. G. Pitcairn, of the Maritime Customs Imperial revenue cruiser *Chuchia*, has been transferred to the command of the R.C. *Lekin*, and will in future be stationed in Southern waters. Mr. J. Grant, chief engineer of the *Chuchia*, is also transferred to the R.C. *Kaiyan*, and will be stationed in the South.

Complaints, a Japan contemporary says, are again heard about the unprofitable condition of the maritime carrying trade so far as tramp steamers are concerned. Freights have fallen considerably, and it is expected that several vessels will have to be tied up.

According to a Japanese news agency, a record-breaking depression now prevails among vessels trading out of America. For instance, a certain Japanese liner carried only twenty tons of cargo on its recent homeward voyage, and a more surprising fact is that only two packages of goods were recently brought to Yokohama by another liner. The N.K.K., T.K.K. and O.S.K. are said to be contemplating a joint petition to the Government asking for support in some form or other.

The Merchant Shipping Act of 1906 lays it down that after an appointed day the British law relating to life-saving appliances shall apply to all foreign ships while they are within any port of the United Kingdom just as the same law would apply to British ships. Power is taken, however, that his Majesty may by Order in Council direct that those provisions shall not apply to any ship of a foreign country in which the provisions in force relating to life-saving appliances appear to his Majesty to be as effective as those in the British Code. The Board of Trade, having appointed October 1st next as the day after which the regulations of the Act of 1906 shall apply to all foreign ships in British ports, that is, in the matter of life-saving appliances, two Orders in Council have just been passed exempting German and Norwegian ships in British ports from the provisions of the Merchant Shipping Act of 1906.

M. Lefevre, the French Consul-General at Hamburg, has sent home a very instructive report, dealing with the development of the German Mercantile Marine during the last ten years. M. Lefevre says that the period from 1890 to 1906 was marked by an extraordinary development in shipbuilding, in navigation, and in trade. In 1906 shipbuilding began to fall off; in 1907 the depression was felt by the shipping trade generally and by trade. As was only natural, Germany's efforts with regard to the sea have been concentrated on the shores of the North Sea, and the ports of Hamburg and Bremen represent almost the whole of the maritime trade of the German Empire. Thus, the ten leading shipping companies of the two Hanse towns mentioned possess 625 steamers of a gross tonnage of 2,428,942 tons, or five-sixths of the whole tonnage. A sign of this development in Germany has been the gradual disappearance of the small shipowners. The great German shipping companies reaped a rich harvest during the Russo-Japanese war, and they laid down vessels in all haste. Then competition reduced freights and passenger rates, and the volume of shipbuilding had to be reduced. Since 1907 the German yards have turned out 100,000 tons a year less, and from fifty to sixty of the cabins on the great Atlantic liners have been empty; last year the Bremen Lloyd lost £1,250,000, while the Hamburg-America Line could not pay a dividend. In twenty-three years the number of German vessels has increased by 134 per cent., and their tonnage by 342 per cent.

The law of 1907, which requires that all foreign vessels arriving at French ports must pass an inspection once a month before departure, is now to be enforced. The cost of this will add considerably to the running expenses, each visit being charged at the rate of 2 francs for liners and other steamers which undertake an international service, and 10 francs for those navigating in French waters. In addition to these inspections before sailing, a detailed examination is to be made by a nautical commissioner once a year, and under it steamers are required to pay 50 francs gross, but an exemption is made in the case of vessels that are classed 100 A1 in Lloyd's Register or in a registration society of equal standing. Further, "denunciations," signed by at least three members of the crew, make it compulsory for the Inspector of Navigation at each port to ascertain on board immediately the cause of a complaint, following which he is at liberty to delay or to prevent entirely the sailing of a ship, whatever be her flag. This decision is subject to appeal during the consideration of which shipowners, chiefly British, says a correspondent, will have to pay heavily for detention.

A large number of tables showing the progress of merchant shipping in the United Kingdom and the principal foreign countries were issued last month as a blue-book. The latest figures given are for 1907, and a comparison with recent years of the tonnage of vessels entered and cleared in the foreign trades at ports in the United Kingdom is rather obscured by changes that have been made in the method of calculation. Still, it is interesting to note that in 1907 the proportion of British steam-tonnage in cargo and in ballast which was entered at a dead represented 62.5 per cent. of the whole, as against 65.1 per cent. in 1906, and 65.5 per cent. in 1905. The earliest figures given are for 1860, when the proportion of British tonnage represented as much as 84.3 per cent. What would otherwise have been a very instructive table, showing the growth of the various mercantile navies, is spoilt, for the purpose of comparison, by the fact that different

nations adopt different scales for registration. Thus while France includes vessels of two tons and upwards, the Belgian and Spanish figures are for vessels of 50 tons and upwards, and those for Austria-Hungary of not less than 100 tons. Excluding vessels registered at Shanghai, the total amount of tonnage on register in the British Empire shows a steady increase for the 14 years given; the total rose from 7,149,134 in 1870 to 10,504,662 in 1895, 11,831,439 in 1903, and 13,183,355 in 1907. Among other statistics details are given of wages, numbers employed, and conditions of employment in the United Kingdom.

THE AMERICAN TARIFF AND THE CHINA TRADE.

Yesterday's mail from America brought for the Consulate General an official copy of the new tariff. The trade with China seems to be but little affected by the new law.

The famous and long-standing ten-cent controversy in the matting trade is definitely settled. Formerly matting of a value not exceeding 10 cents (gold) per square yard paid a duty of 3 cents per yard, and matting of greater value than 10 cents a yard paid a duty of 7 cents plus 25 per cent ad valorem. Owing to fluctuations in exchange, disputes over the proper rate of duty for what is known in the trade as 116 warp matting were frequent. Under the new law there is a uniform rate of 32 cents on straw matting imported from China, Japan and India.

Apparently the only other change bearing upon the trade in this part of the world is under the heading of Silk. The duty is reduced from 40cts to 35cts on silk partially manufactured from cocoons or waste silk and not further advanced or manufactured than carded or combed silk. Raw silk in skeins reeled from the cocoon but not wound, doubled or twisted in any way is free, as before; so also are silk cocoons and waste silk. Other articles on the free list are:—coffee and tea, joss sticks, aniseed and unpeeled oil, soya bean oil, nut oil, cassia and cassia oil, and ginger root when unground or not preserved or candied. No change has been made in the tariff under the following heads:—Camphor, earthenware, rice, briquettes, firecrackers, fans (including common palm leaf undecorated), and human hair (not manufactured). Tin ore and cassiterite, black oxide of tin and tin in bars, pigs or granulated (in which there is a small export trade to America from Hongkong), is admitted free as before with the proviso that as soon as the mines of the United States produce one thousand tons of black oxide of tin bar block or pig tin per year there will be a duty of 4 cts. (gold) per lb on each item under this heading.

An important clause in the Act is the following:

Sec. 2. That from and after the thirty-first day of March, nineteen hundred and ten, except as otherwise specially provided for in this section, there shall be levied, collected, and paid on all articles when imported from any foreign country into the United States, or into any of its possessions (except the Philippine Islands and the islands of Guam and Tutuila), the rates of duty prescribed by the schedules and paragraphs of the dutiable list of section one of this Act, and in addition thereto twenty-five per centum ad valorem; which rates shall constitute the maximum tariff of the United States. Provided, That whenever, after the thirty-first day of March nineteen hundred and ten, and so long thereafter as the President shall be satisfied, in view of the character of the concessions granted by the minimum tariff of the United States, that the government of any foreign country imposes no terms or restrictions, either in the way of tariff rates of provisions, trade or other regulations, charges, exactions, or in any other manner, directly or indirectly, upon the importation into or the sale in such foreign country of any agricultural, manufactured, or other product of the United States, which unduly discriminates against the United States or the products thereof, and that such foreign country pays no export bounty or imposes no export duty or prohibition upon the exportation of any article to the United States which unduly discriminates against the United States or the products thereof, and that such foreign country accords to the agricultural, manufactured, or other products of the United States treatment which is reciprocal and equivalent, thereupon and thereafter, upon proclamation to this effect by the President of the United States, all articles when imported into the United States, or any of its possessions (except the Philippine Islands and the islands of Guam and Tutuila), from such foreign country shall, except as otherwise herein provided, be admitted under the terms of the minimum tariff of the United States as prescribed by Section one of this Act. The proclamation issued by the President under the authority hereby conferred and the application of the minimum tariff therupon may, in accordance with the facts as found by the President, extend to the whole of any foreign country, or may be confined to or exclude from its effect and dependency, colony, or other political subdivision having authority to adopt and enforce tariff legislation, or to impose restrictions or regulations, or to grant concessions upon the exportation or importation of articles which are, or may be, imported into the United States. Whenever the President shall be satisfied that the conditions which led to the issuance of the proclamation hereinbefore authorized no longer exist, he shall issue a proclamation to this effect, and ninety days thereafter the provisions of the maximum tariff shall be applied to the importation of articles from such country. Whenever the provisions of the maximum tariff of the United States shall be applicable to articles imported from any foreign country they shall be applicable to the products of such country, whether imported directly from the country of production or otherwise. To secure information to assist the President in the discharge of the duties imposed upon him by this section, and the officers of the Government in the administration of the customs laws, the President is hereby authorized to employ such persons as

How to BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Creme Charnante, Lait Charnant and Special Skin Tonic and Pouder Charnant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents. [453]

SUPREME COURT.

Monday, 13th September.

SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMFETZ (PUISNE JUDGE).

SAVAGE DIFFICULTIES.

The Chan Tai Kee firm brought action against the Yui Hing Loong firm, Mongkok, to recover \$925.00 for damages for breach of contract, it being alleged that defendants sold to plaintiff a hardwood spar to be used as part of the plant for raising a sunken wreck but which was rejected as unfit for that purpose. In the alternative they claimed \$663.76 for breach of warranty. Mr. Davidson, from the office of Messrs. Hastings and Hastings, appeared for plaintiffs, defendants being represented by Mr. Loo d'Almeida and Castro, of Messrs Goldring, Barlow and Morell.

Arising out of this action was another, in which Shan Yu Nam sued Yui Hing Loong for the recovery of \$323.74, the value of a hardwood spar.

Mr. Davidson explained that the plaintiff had a contract to raise the steamer Ying King, which had founders at Castle Peak. The method of raising was for four junks to be anchored above the sunken steamer and cables passed beneath the bottom of the ship and over the timbers, which take the whole strain. For this purpose timbers of a particular length were required, and to make up the number needed plaintiffs approached defendants and said they wanted a spar in order to proceed with their contract, and were willing to pay a good sum for it. A hardwood spar was sent to the scene of the operations, but plaintiff's foreman noticed that it had a crack in the centre. It was accordingly rejected and sent back.

Captain Douglas, marine surveyor, said he examined the log ten months later and found a crack in it. Mr. d'Almeida said his defence was that there was no contract, no warranty, and that the transaction was a sale outright; plaintiff seeing the log he purchased. Moreover, they denied that the spar was cracked.

After hearing evidence the case was adjourned in police custody until to-day.

CHEAP LIVING.

Some interesting facts emerged during the hearing of the action by Pong Fook, of Haliphong Road, Kowloon, against E. Hyndman Jr., 16 Old Quarters, Kowloon Dock, Hung Hom, claiming \$43 for meals supplied. Mr. J. H. Gardiner appeared for plaintiff and Mr. P. Hind of Messrs. Bruton and Hett, actuar for defendant.

Mr. Gardiner said the plaintiff was a caterer who supplied meals, and defendant was one of his customers. An account for \$61 was run up and plaintiff succeeded in getting \$18 after much pressure.

Defendant said that the arrangement was for \$33 a month for meals supplied to himself and his wife. Plaintiff said he could give them a meal for 25 cents.

CROSS-EXAMINED:

Do you mean to say he could feed you, who came to your meals hungry, for 25 cents a meal? —He told me he could give meals for less than that. —He told me if he had known I could not pay him \$61 he would have given me different "show."

How many courses did you have? —Three.

What were they? —Fish, steak, ham.

No sweets? —No.

No dinner? —No.

Fruit? —Sometimes; when I asked for it.

The arrangement was to pay at the end of the month? —Yes.

You did not pay him? —No.

You are a business man. You have seen promissory notes? —Yes, but not in Hongkong.

How long have you been in Hongkong? —Over a year.

Don't you know a promissory note requires a stamp? —I only knew lately.

His Lordship—Where did you come from? —Shanghai.

Didn't you know a promissory note requires a stamp? —I never saw one before.

That sounds incredible that a business man should not know anything about a promissory note—I never dealt with them.

It is not necessary to deal with them? —I didn't know they must have a stamp.

You put your full name and address on this document? —Yes, so that he could get admission into the docks.

That is not usual in promissory notes.—He asked me to put it down.

Plaintiff, in answer to his Lordship, said he kept his accounts on a piece of paper. He kept no books. He added that he catered for ten people.

Eventually his Lordship gave judgment for plaintiff for the amount claimed, to be paid in instalments of \$20 a month.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 13th at 11.50 a.m.—The barometer has fallen slightly over the Loochoo and risen moderately to considerably over N. China, Japan and the N. part of the Sea of Japan.

Moderate to fresh N.E. winds may be expected in the Formosa Channel, and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { N.E. winds, moderate to fresh; fair.

Formosa Channel { Same as No. 1.

South coast of China between Hongkong and Lantau. { Same as No. 1.

Hongkong and Hainan. { Same as No. 1.

South coast of China between Hongkong and Hainan. { Same as No. 1.

AT THE MAGISTRACY.

ASSAULTING A SHIP'S CARPENTER.

V. Regius, a seaman on the s.s. *Sorogon*, was charged before Mr. J. R. Wood with assaulting the ship's carpenter. Defendant, who admitted being drunk at the time, was sentenced to six days' imprisonment.

COMMITTED FOR TRIAL.

The case in which a Mandarin-speaking native was charged with throwing vitriol on a woman was concluded before Mr. J. R. Wood yesterday. His Worship committed the defendant for trial at the Criminal Sessions.

ALLEGED LARCENY.

A tram conductor was charged before Mr. J. R. Wood with stealing ten cents, the property of the Electric Tramway Company. The defendant is alleged to have given a passenger a punched ticket. The hearing of the charge was adjourned.

AN OPIUM AGENT CONVICTED.

Before Mr. J. R. Wood the master of an opium divan and his foki, the former an agent of the opium farmer, were charged with keeping an opium divan without a licence from the Colonial Secretary. The master was fined \$100, and the foki \$20.

A DISHONEST CLERK.

A. H. Hanrahan, a clerk employed in the King Edward Hotel, was charged before Mr. F. A. Hazelton with stealing \$108 for the property of Messrs. Dorabjee and Co. Defendant was found guilty, and sentenced to three months' imprisonment with hard labour.

BIG SEIZURE OF OPIUM.

The master of a cargo boat and his wife were charged before Mr. J. R. Wood with being in unlawful possession of 218 taels of prepared opium. After hearing the evidence his Worship convicted the second defendant, but reserved that the two were apprehended. Mr. F. A. Hazelton find each of the defendants \$5 or fourteen days' imprisonment.

QUEBEEBOO BOAT PEOPLE.

A sampan man and three women swathed in bandages appeared before Mr. F. A. Hazelton on a charge of disorderly behaviour. After dinner on Saturday night the defendants had a dispute over a small sum of money and eventually came to blows. Rice bowls were used as weapons of attack, and judging by the marks they left on the defendants, three of whom had to be treated in hospital, they must be very effective lethal weapons. His Worship bound each of the defendants over in the sum of \$100 to keep the peace for twelve months.

KIDNAPPING.

A native appeared before Mr. F. A. Hazelton on a charge of kidnapping. The evidence showed that the uncle of the stolen child, who was returning from work on Saturday afternoon, saw his nephew in the arms of a strange man who was riding in a rickshaw. He stopped the vehicle and asked the defendant what he was doing with the child. Defendant claimed the boy as his son, but the uncle refused to allow the rickshaw to proceed. A quarrel followed, and the man and boy were taken to the Wanchai Police Station. There the father of the boy was called, and identified the child as his son. Defendant told his Worship yesterday that he was thrashed, and that the boy was put into his arms. His Worship sentenced the culprit to six months' imprisonment with hard labour and six hours' hard labour.

A SUNDAY EVENING BRAWL.

Two seamen were arraigned before Mr. F. A. Hazelton on charges of disorderly conduct, breaking two glasses, assaulting the police, and damaging Government property, to wit, a policeman's uniform. It appears that the defendants entered the public bar of the Oriental Hotel, called for drinks, which they drank, and then declined to pay for them. When payment was demanded a second time they broke the glasses. A police constable was then blown and an Indian policeman appeared and attempted to arrest the defendants. They attacked him and tore his uniform off, but before they could do further damage he drew his baton, and judging by the appearance of the men in Court, he must have used it very freely. On the first charge his Worship fined each of the defendants \$5; on the second, they were ordered to pay thirty cents compensation each; on the third the first defendant was fined \$5 and the second discharged; on the fourth each of the defendants were fined \$3.

APPROACHING VISIT OF LORD.

UNSEXED WOMEN.

MISS MARIE CORELLI DENOUNCES SUFFRAGETTES.

Miss Marie Corelli is annoyed at the fact that suffragist missionaries have claimed her as a convert to their cause.

Her attention was called to a report of a recent suffragist meeting in North Wales, and in reply she wrote:—

I notice that a speaker whom I have not the pleasure of knowing committed herself to the erroneous statement that though I had written against women getting the vote, I was now a convert. This un

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.B.C.

5th Ed.-Livers.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

REMOVAL

I HAVE REMOVED my Office to No. 41, WYNDHAM STREET.

H. M. H. NEMAZEE,

Hongkong, 14th September, 1909. [1201]

THE VIENNA CAFE COMPANY, LTD.

No. 34, QUEEN'S ROAD CENTRAL.

Telephone No. 924.

BEG to notify the Public that a modern and up-to-date BAKERY and CAFE under exclusively European Management will be opened at the above entirely rebuilt and modernized premises, on

SUNDAY, the 19TH INSTANT.

The Latest Sanitary Improvements Employed. Strictest Cleanliness all over the place.

Only First Class Flour and other Material.

The Company has secured the services of Messrs. J. SOMMER and A. SOKOLOWSKI, for the Bakery and Confectionery Departments.

The long experience of both Gentlemen in up-to-date Establishments on the Continent is the best guarantee that only the best ever produced in the Colony will be Supplied.

The Patronage of the Public is respectfully solicited.

Hongkong, 14th September, 1909. [1202]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship.

"NAMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 14th inst. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by Mr. JARDINE, MATHESON & CO., LTD.

General Managers.

Hongkong, 13th September, 1909. [16]

S.S. "OCEANIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex.s.s. "Cordouan" from Havre or s.s. "Cordouan" in connection with above Steamer are hereby informed that their goods with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extremely hazardous Godowns of the Hongkong Kowloon Wharf, and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optical Cargo will be forwarded on unless intimation is received from the Consignees before MONDAY, 13th inst., 11 A.M., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 20th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 20th inst., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 20th inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPAGNIN,

Agent.

Hongkong, 13th September, 1909. [2]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:-

Epitome of the Week's News.

Leading Articles:

The Chinese Sailor.

Likin and Customs Duties.

The Rubber Boom.

China's Import Duties.

The Macao Boundary Question.

Prince Ito on China.

Random Reflections.

Hongkong News.

The Landing of Foreign Troops in Hongkong.

Death of Well-known German Resident.

Hongkong Legislative Council.

Alleged Embezzlement by a British Accountant.

Hongkong University.

Military Funeral at Macao.

Hongkong Distinguished Visitors.

H. M. S. "Clio" Damaged in Collision.

Supreme Court.

Macao Notes.

Canton News.

A New Health Resort.

Hongkong Andrew's Society.

Cholera in the North.

The New Chinese Minister to Washington.

Correspondence:

The Lack of Educational Facilities at the Peak.

Neglected Sanitary Work.

Death of the Bishop of Neuva Caceres, P. I.

China Tea.

Company Reports:

The Hongkong Hotel Co., Ltd.

Company Meeting:

China Light and Power Co., Ltd.

Hongkong Hotel Company.

The Yokohama Specie Bank, Ltd.

Far Eastern Telegrams.

The Trade of Canton for 1908.

Chinese Railway Frauds.

Annual Report on Weihaiwei.

Philippine Minerals.

Hongkong Gymkhana Club.

Local Sport.

Notes from Foochow.

Commercial.

Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from the Office to subscribers; including postage 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 14th September, 1909.

PUBLIC COMPANIES

DOUGLAS STEAMSHIP CO. LTD.

THE ORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 25th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to 25th Sept., both days inclusive.

DOUGLAS, LAPRAK & CO.,

General Managers.

Hongkong, 8th September, 1909. [1185]

GREEN ISLAND CEMENT CO. LTD.

A N INTERIM DIVIDEND of THIRTY-FIVE CENTS per Share for the Six Months ending 30th June, 1909, will be Payable on the 25th September, 1909, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from 15th to the 25th September, both days inclusive.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 7th September, 1909. [1176]

HONGKONG CLUB

NOTICE

THIS COMMITTEE OF THE HONGKONG CRICKET CLUB HAVE ARRANGED A PROMENADE CONCERT

Under the Distinguished Patronage of H. E. Sir F. LUGARD, K.C.M.G., C.I., D.S.O., and the COMMODORE,

To be held IN THE GROUNDS OF THE CLUB, ON SATURDAY, the 18th SEPTEMBER, 1909, at 9.15 P.M.

By kind permission of Lieut.-Col. BAYARD, D.S.O., and Officers, the Band of the "Buffs," conducted by Bandmaster Hewett, will assist.

The following Ladies and Gentlemen have promised to assist:—Miss GAELIC PETTS, Madames BADELEY and BELMONT; and Misses HANNIBAL, HONE, CABROL, G. P. LAMMET and WORCESTER.

KOWLOON MARINE LOT 48, Yammati, Area 85,200 square feet with 235 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 25th June, 1909. [909]

HONGKONG CLUB

NOTICE

THIS SIXTEENTH HALF-YEARLY DRAWING of SIXTY-FIVE DEBENTURES (1909) of the HONGKONG CLUB, Payable on THURSDAY, the 30th September, 1909, will be held at the Hongkong Club House at 11 o'clock A.M. on SATURDAY, the 18th October, 1909.

Bearers of Debentures are invited to attend the Drawing.

By Order,

JAMES CRAIK,

Secretary.

Hongkong, 2nd September, 1909. [1148]

HONGKONG CLUB

NOTICE

TENDERERS are invited for the Supply to H. M. Naval Yard of the undermentioned TIMBER MATERIALS for one year from 1st October, 1909, viz.:—

TEAK BAULKE, THICKSTUFF, SCANTLING, PLANK, HABEDWOODS OREGON SPARS.

Forms of Tender, and information in regard to the conditions of contract, &c., can be obtained on application to the NAVAL STORE OFFICE, H.M. Naval Yard.

A deposit of One Hundred Dollars will be required with each tender, but will be returned on the acceptance or rejection of the same. The Tenders, which will be received till NOON on 2nd proximo, should be sealed and addressed to the NAVAL STORE OFFICE, H.M. Naval Yard.

The lowest or any tender will not necessarily be accepted.

Hongkong, 13th September, 1909. [1196]

HONGKONG ST. ANDREW'S SOCIETY

NOTICE

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on THURSDAY, the 23rd Inst., at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing Office bearers for the ensuing year, &c.

DAVID WOOD,

Hon. Secretary.

Hongkong, 7th September, 1909. [1175]

HONGKONG ST. ANDREW'S SOCIETY

NOTICE

THE INTENDING applicants for Membership of St. Andrew's Society are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$20. Any respectable Scotsman is eligible for Membership.

DAVID WOOD,

Hon. Secretary.

Hongkong, 7th September, 1909. [1174]

HONGKONG JOCKEY CLUB

NOTICE

THE MEMBERS wishing to put down for Subscription Griffin for the next RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 28th July, 1909. [1014]

BOARD AND RESIDENCE

NOTICE

A COMFORTABLE BED-SITTING ROOM on Upper Level, Verandah and Bathroom, is offered Board to a permanent Resident.

Address— "GOOD VIEW,"

Care of "Daily Press" Office.

Hongkong, 14th September, 1

Book Bargains from Home

During the great October Sale of The Times Book Club, the best books of the year will be offered at enormous reductions. An advance edition of the Sale Catalogue (not for distribution in Europe) will be sent to you post-free on application. This Catalogue will put you on an equal footing with the Londoner and enable you to have the first choice of the bargains. Write for the Catalogue by this week's mail to

The Times Book Club

376-384 Oxford Street, London, England.

Telegrams: "Unisome, London."

Codes: A.B.C. (5th Edition) and Lieber's.

1159-3

PREMIUM BONDS

We are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLYN & CO., Bankers, 3, Rue de la Bourse, PARIS (France).

1024



SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining, and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Train and with the Dairen-Shanghai Direct Steamer. Service by the S.S. "KOBE MARU" and "SAIKIO MARU" (2,377 tons each) as follows:-

NORTH-BOUND.

Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday	Saturday or Sunday	Sunday	Monday or Tuesday	Friday
Leave—Harbin (Russian Train)	Arrive—Dairen	11 a.m.	6.50 p.m.	"	Monday	"
Leave—Mukden	Arrive—Dairen	9.15 a.m.	"	Wednesday	"	"
Leave—Changchun	Arrive—Dairen	5 a.m.	6.55 a.m.	"	"	"
Leave—Harbin (Russian Train)	Arrive—Dairen	3 p.m.	"	State Express for Moscow.	State Express for St. Pet's.	"
Connecting at Harbin with	State Express for Moscow.	Wagon-Lits	State Express for St. Pet's.			

SOUTH-BOUND.

Leave—Harbin (Russian Train)	Arrive—Dairen	State Express from St. Pet's.	State Express from Moscow.	Wagon-Lits from Moscow.	Tuesday	Thursday	Saturday
Leave—Harbin (Russian Train)	Arrive—Dairen	9 a.m.	6 p.m.	"	"	"	"
Leave—Harbin (Russian Train)	Arrive—Dairen	6 p.m.	7 p.m.	"	"	"	"
Leave—Mukden	Arrive—Dairen	2.10 a.m.	Wednesday	"	"	"	"
Leave—Dairen	Arrive—Shanghai (Steamer)	12.30 p.m.	2.30 a.m.	"	"	"	"
Leave—Shanghai (Steamer)	Arrive—Dairen	afternoon	"	"	"	"	"

*Russian Train time is 23 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: "YAMATO") At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FUSHUN COAL. FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN. Tel. Add.: "MANTESSU." Codes: A.B.C., 5th Ed., AI, and Lieber's. [137-722]

JUST LANDED A LARGE ASSORTMENT OF LADIES' & GENTS' BOOTS & SHOES.

A. TACK & CO. PHOTO-SUPPLIES.

26, DES VIEUX ROAD, CENTRAL. Hongkong, 20th August, 1909. [37]

A. LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

LADY'S LONELY JOURNEY AMONG BAVAGES.

Miss Charlotte Mansfield, poet and novelist has returned to London after a seven-months hazardous journey through Africa from Cape Town to Cairo, unattended by any white companion, and in regions where no white man or white woman has ever before set foot. Miss Mansfield has brought back with her several cases of curios and a new ambition.

"I should love," she said to a *Daily Chronicle* representative, speaking of Rhodesia, "to go there and settle down on a farm."

Slim and graceful, and clad in the daintiest of summer costumes, Miss Mansfield does not look the part of an adventurous traveller. Yet the dangers attending her journey were many, and so serious that insurance offices "refused" her life when they learned the nature of her enterprise. She has returned with health unimpaired, but a stone lighter than when she left London.

"I was in several very tight places," she admitted with a laugh, "but that part of the story must wait for my book. Of course, I carried arms, a rifle and revolver, for the 'pot,' and before I left the King's gunmaker placed his private shooting ground at my disposal for practice."

Miss Mansfield, however, had nothing to fear from the natives, and she is enthusiastic in her praise of those who have not been, as she puts it, "contaminated by too much civilisation."

CHIVALROUS NATIVE.

"What pleased me most of all," she said, "was that, although I was absolutely alone with all these men—big, strong, healthy, happy savages, who could neither read nor write, and knew nothing of crime, they treated me with wonderful chivalry. I think it is a great pity to interfere with their religion or morals; they ought to be left alone, with all their native customs unadulterated."

It follows that, holding these views, Miss Mansfield has not a high opinion of the results of missionary enterprise.

"It is all very well," she said, "to teach the natives to be clean and industrious, but so many of these men directly they take to the Christian religion, use it merely as a disguise for hypocrisy. They associate Christianity with bowler hats and European clothes. It is all a matter of dress with them. I do not belong to any special church, but I must say that the Catholics keep the natives in their place, and therefore they are respected."

The manner of bringing about these reforms is quite immaterial, provided that the reforms are accomplished.

It cannot have been the intention of the Committee to imply that in any of my actions or communications with the Board during my tenure of command I was guilty of disloyalty to the spirit of the instructions of the Board, or that I ever failed to recognize their paramount authority. But the following paragraph in the report, considered apart from its context, might give rise to such an inference:

...and Lord Charles Beresford, on the other hand, appears to have failed to appreciate and carry out the spirit of the instructions of the Board, and to recognize their paramount authority.

In the whole of the official communications which it was my duty to make to the constituted authority, there was not one word which could be construed into disrespect, disloyalty, and indiscipline, or which in the remotest degree reflected upon the paramount authority of the Admiralty. The report itself states that "the Board of Admiralty did not take Lord Charles Beresford into its confidence." Under such conditions, how was it possible for me to define what was in their lords' minds and what their wishes were?

Upon the Admiralty and the Admiralty alone must devolve all responsibility for strategic plans, allocation of fleets, and numbers of vessels employed. The authority of the Admiralty must be paramount. But it is the duty of the Commander-in-Chief if he thinks plans, allocations, and numbers of ships are insufficient, or are insufficient to enable him to carry out the orders he may receive from authority, to make respectful representations to that effect.

Every Commander-in-Chief who undertakes to execute a plan which he thinks bad or injurious is criminal; he ought to make representations, to insist upon a change, finally to resign rather than be the instrument of the ruin of his own people." Such was Napoleon's view of the matter, and I was content to take it for my own guidance. On these lines I have done my duty.

The Committee expressly dissociate themselves from giving any opinion with regard to the grave deficiency of medium cruisers and destroyers, beyond stating that they believe no extra danger to the country is involved in that deficiency. Upon this point I cannot but maintain my conviction that there is a present and a serious danger. It is conclusively shown by the final paragraph of the report of the Sub-Committee that the holding of this inquiry has been of immense educational advantage to the members of the Committee and therefore to the Cabinet. The finding that there was no danger "in fact" cannot be so much attributed to the excellence of the existing organization as to the good fortune of the country in not having been attacked during the period described by the Committee as that of "transitory and provisional character."—I have the honour to be, sir, your obedient servant,

CHARLES BERESFORD, Admiral.

1, Great Cumberland-place, W., August 16.

MISSIONARY MURDERED.

ATTACKED BY SAVAGES ON THE COAST OF SUMATRA.

The following is a diary of the journey that has now ended so happily:

Left London January 9. Reached Cape Town January 25. Left Cape Town February 8. Arrived outside Cairo August 6. Back in London August 14.

The main points in this itinerary were:—Cape Town, Kimberley, Bulawayo, Salisbury, Umtali, Bulawayo (second time), Livingstone Falls, and Broken Hill. From Broken Hill, which was reached by rail, she tramped, or was carried in the mackail, a distance of 540 miles to Aborigine, and thence was traversed British Central Africa by rail, subsequently walking for nine days until Maroua, on the northern side of Lake Nyassa, was reached. From there the Government gunboat conveyed her to Fort Johnson, where the mackail was again brought into use for a three-days' journey to Zomba. This was the last stage before Cairo was reached, but Miss Mansfield was not allowed to enter the city owing to the prevalence of infectious disease. One disappointment of the journey was that she was unable to visit the famous Zimbabwe Mine, the heavy rains having made the roads impassable.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Laetitia*, carrying the German Mail, with dates from Berlin of the 25th ultmo, left Colombo on the 11th instant pm, and may be expected here or about the 22nd inst.

The I.G.M. str. *Prinz Eitel Friedrich*, which left here on the 9th inst. at 5 a.m., arrived at Shanghai on the 11th inst. at noon.

The C.P.R. str. *Empress of China* arrived at 6.30 p.m. on the 10th instant, and left again at noon Saturday for Schindiau, where she is due to arrive at 5 a.m. on the 12th inst.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1909. With INDEX. Price \$7.50.

On sale at the HONGKONG DAILY PRESS Office.

Hongkong, 9th August, 1909.

LORD CHARLES BERESFORD ON THE NAVAL INQUIRY.

The following letter was published in The Times last month:

Sir.—The report of the Committee appointed by the Prime Minister to investigate the statements made in my letter of April 2, 1909, is, in the main, a great satisfaction to me. Some of the reforms which in my belief are essential for our naval organization have now been accepted and are part of the present Admiralty programme. My position as an officer lately exercising high command, and anxious as to the naval situation, was one of extreme difficulty. It was, my bounden duty to represent to the Prime Minister in the first instance the dangers that were apparent to me. The Sub-Committee formed by the Prime Minister from members of his own Cabinet was virtually called upon to investigate a policy for which the Cabinet is responsible. Unless they had committed themselves to the complete reorganization of the Admiralty, it would hardly be possible for them to have produced a report more in accordance with my statements.

My action during the past two years in respectively submitting certain suggestions to the Admiralty, and my letter to the Prime Minister after dismissal, have been followed by these satisfactory results:

1. A large homogeneous fleet has been formed.

2. It is stated that this fleet will be placed under a simple supreme control.

3. There is to be combined training of units with their respective divisions.

4. Some combined training of fleets took place during the recent manoeuvres.

5. It is believed that the effective strength of these vessels will be maintained by the substitution of those vessels away for purposes of refit or of repair by others.

6. The "nucleus crew" ships are now regarded as a reserve.

7. A Naval Strategic Bureau or War Staff at the Admiralty, to the necessity of which frequent attention has been called, is stated to be in process of formation.

8. A complete change has taken place in the organization and distribution of the Fleet on the lines suggested.

The manner of bringing about these reforms is quite immaterial, provided that the reforms are accomplished.

I cannot have been the intention of the Committee to imply that in any of my actions or communications with the Board during my tenure of command I was guilty of disloyalty to the spirit of the instructions of the Board, or that I ever failed to recognize their paramount authority.

The Committee expressly dissociate themselves from giving any opinion with regard to the grave deficiency of medium cruisers and destroyers, beyond stating that they believe no extra danger to the country is involved in that deficiency. Upon this point I cannot but maintain my conviction that there is a present and a serious danger. It is conclusively shown by the final paragraph of the report of the Sub-Committee that the holding of this inquiry has been of immense educational advantage to the members of the Committee and therefore to the Cabinet. The finding that there was no danger "in fact" cannot be so much attributed to the excellence of the existing organization as to the good fortune of the country in not having been attacked during the period described by the Committee as that of "transitory and provisional character."—I have the honour to be, sir, your obedient servant,

CHARLES BERESFORD, Admiral.

1, Great Cumberland-place, W., August 16.

MISSIONARY MURDERED.

ATTACKED BY SAVAGES ON THE COAST OF SUMATRA.

News of a shocking tragedy comes from the Pagah Islands, a group off the West Sumatra Coast. The islands themselves are not of much consequence and the islanders are savages, whom the authorities on the coast have hitherto been trying to bring under control. The islanders dislike restraint in any form and show fight when official interference becomes too pressing. On August 21, a party of officials went to South Pagah in a steamer, with a German missionary, Mr. Lett, as interpreter, to parley with people who hoisted the Dutch flag at the beach on their approach. At his own request, Mr. Lett, with some trusty natives, went in a boat to confer with the islanders off the beach. Two of the savages came in a skiff, stepped into the boat, and signified that they wished to go on board the steamer. They were armed with choppers. The boat was then rowed back to the steamer, upon which cries arose from the people on the beach. On hearing this, the savages in the boat wielded their choppers and cut down Mr.

SHIPPING.

ARRIVALS.

AUSTRALIEN, French str., 5,843, Riquier, 13th Sept.—Shanghai 10th Sept., General—Messageries Maritimes.
CROWA, German str., 1,055, F. Schmitz, 13th Sept.—Bangkok and Swatow 12th Sept., Kao—Butterfield & Swire.
GERMANY, German str., 1,713, C. Jorgensen, 13th Sept.—Hongkong and Hainan 12th Sept., Coal and Comon—Johnson & Co.
HALVAR, Norwegian str., 1,066, Anderson, 12th Sept.—Hainan 11th Sept.—Rico and Pige—Agard, Thorson & Co.
INABA MARU, Japanese str., 3,837, R. Takada, 13th Sept.—Yokohama and Shanghai 10th Sept., General—Nippon Yusen Kaihatsu.
KOWLOON, German str., 1,487, A. Enigk, 12th Sept.—Samara 2nd September, Suez—Hamburg-Amerika Line.
MARIE, German str., 1,105, Christiansen, 13th September—Java, Sugar-Johson & Co.
NIJOP MARU, Japanese str., 4,567, W. E. Filner, 13th Sept.—San Francisco 17th August, Mail and General—Toyo Kisen Kaihatsu.
OCEANIEN, French str., 4,143, H. Sollier, 13th Sept.—Marseilles via Saigon 15th August, Mail & General—Messageries Maritimes.
PAU YEN, French str., 1,299, Chemesson, 12th Sept.—Hilo 8th Sept.—Bradley & Co.
PROMETHEUS, British str., 1,204, H. Jensen, 13th Sept.—Bangkok 4th and Swatow 12th Sept., Rico—Agard, Thorson & Co.
SOSHU MARU, Japanese str., 1,119, T. Sugii, 13th Sept.—Swatow 12th Sept., General—Osaka Shosen Kaihatsu.
STENTON, British str., 4,308, A. D. Baker, 12th September—Liverpool 7th September, General—Butterfield & Swire.
TELEMACHUS, British str., 1,340, Gillespie, Edwards, 12th Sept.—Saigon 7th Sept., Rice and General—Woo Fat Sing.
TINGHANG, British str., 2,347, Anderson, 13th Sept.—Dahlg 7th Sept., Coal—Jardine, Matheson & Co.
TIKINI, Dutch str., 7,000, H. Koops, 13th Sept.—Batavia 4th Sept., General—Java-China Japan Lijn.
ZAFIRO, British str., 1,629, R. Rodger, 13th September—Manila 11th Sept., Hemp and General—Shewan, Tomes & Co.

CLEARANCE AT THE HARBOUR MASTER'S OFFICE.

13th September.
Australian, French str., for Europe, &c.
Capri, Italian str., for Singapore.
Hatchings, British str., for Swatow.
Kneiberg, German str., for Pakhoi.
Niedicie, German str., for Shanghai.
Quarta, Dutch str., for Batavia.
Stentor, British str., for Shanghai.
Tikini, Dutch str., for Yokohama.

DEPARTURES.

13th September.
CHEONGSHING, British str., for Canton.
CHINHUA, British str., for Canton.
DAIGNY, Norwegian str., for Haiphong.
HAI SHIN, Chinese cruiser, for Shanghai.
HONGMOH, British str., for Amoy.
KIELF, Norwegian str., for Canton.
MANDASAN MARU, Jap. str., for Mikko.
MONTRÉO, British str., for New York.
OCEANIEN, French str., for Shanghai.
TAISEUN, British str., for Canton.
TAIWAN, British str., for Saigon.

SHIPPING REPORTS.

The Brit. str. Telemachus reports: Typhoon South of Paracel, from there fine weather to port.

VESSELS IN DOCK.

September 13th.
ABERDEEN DOCK.—
KOWLOON DOCK.—
Hinlong, Soregon, Hygeia, Hanot,
Cosmopolitan DOCK.—

TAIKOO DOCK.—
Hanyang, Sungkhang, Ningpo, Loco, St. Enoch, Onphate.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MISSINA, NAPLES, LEGHORN and GENO, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO. (Taking Charge at through rates to PERU, GULF and BAGHDAD, also BABYLONIA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamer

"CAPRI," Captain Dini, will be despatched as above TO-DAY, the 14th Inst., at NOON.
For further particulars regarding Freight and Passage, apply to

CARELOWITZ & CO., Agents.

Hongkong, 11th September, 1909. [4]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamer

"EMPIRE," Captain Holmes, will be despatched as above TO-MORROW, the 15th Sept., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with Electric Light.

A Steerage and duly qualified Surgeon is carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 26th August, 1909. [1114]

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MAHABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

"SURUGA," ... On 4th Oct.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 9th September, 1909. [1193]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's, 2. From Harbour Master's to Blake Pier, 3. From Blake Pier to Naval Yard, 4. From Naval Yard to East Point.

DESTINATION VESSEL'S NAME FLAG & BIG BERTH CAPTAIN FOR FREIGHT APPLIED TO TO BE DESPATCHED

LONDON &c. VIA VARIOUS PORTS OF CALL...	ASSAYE	Brit str.	—	Owen Jones, B.N.E.	P. & O. S. N. CO.	On 18th inst., at Noon.
LONDON & ANTWERP...	FLINTSHIRE	Brit str.	k. w.	G. C. Candy	JARDINE, MATHERSON & CO., LTD.	About 27th inst.
ANTWERP & HAMBURG, VIA STRAITS, &c.	SPEZIA	Ger str.	k. w.	Knaisel	HAMBURG-AMERIKA LINIE	On 23rd inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	LIBERIA	Ger str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 31st Oct.
ANTWERP & HAMBURG VIA STRAITS, &c.	C. P. ED. LAURE	Ger str.	k. w.	Habel	HAMBURG-AMERIKA LINIE	On 29th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	NIOMEDIA	Ger str.	k. w.	R. Riquier	MESSAGERIES MARITIMES	On 18th Oct.
ANTWERP & HAMBURG VIA STRAITS, &c.	AUSTRALIEN	Fren str.	—	R. Takeda	NIPPON YUSEN KAISHA	To-day, at 1 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	INAIA MARU	Jan str.	—	W. H. S. Hall, B.N.E.	E & O. S. N. CO.	To-morrow, at Daylight
ANTWERP & HAMBURG VIA STRAITS, &c.	BORNEO	Brit str.	k. w.	N. Mathieson	NIPPON YUSEN KAISHA	About 22nd inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	HITACHI MARU	Jap str.	k. w.	Deinat	HAMBURG-AMERIKA LINIE	On 29th inst., at 12 M.
ANTWERP & HAMBURG VIA STRAITS, &c.	AMERICA	Ger str.	k. w.	Wm. Thompson	MELCHERS & CO.	About end of Sept.
ANTWERP & HAMBURG VIA STRAITS, &c.	CATHAY	Dan str.	k. w.	E. Tarshoche	NIPPON YUSEN KAISHA	On 26th inst., at Noon
ANTWERP & HAMBURG VIA STRAITS, &c.	ATBUKA MARU	Jap str.	k. w.	E. Zacharac	SANDER, WIELER & CO.	About 25th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	HONGKONG MARU	Aus str.	—	M. Melchers	MELCHERS & CO.	On 25th inst., at 4 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	NIJOP	Brit str.	—	T. Shewan	SHEWAN, TOME & CO.	On 17th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	DERFLINGER	Ger str.	—	W. H. Snow	HAMBURG-AMERIKA LINIE	On 21st inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	INDRAPURA	Brit str.	k. w.	J. Gardiner	JARDINE, MATHERSON & CO., LTD.	On 4th Oct.
ANTWERP & HAMBURG VIA STRAITS, &c.	ARAGONIA	Brit str.	—	C. T. Helms	CANADIAN PACIFIC R. CO.	About 16th Oct.
ANTWERP & HAMBURG VIA STRAITS, &c.	SURUGA	Brit str.	—	H. Yamamoto	DOWELL & CO., LTD.	On 18th inst., at Noon
ANTWERP & HAMBURG VIA STRAITS, &c.	INVEREK	Brit str.	—	S. Itohawa	NIJOP YUSEN KAISHA	On 25th inst., at 6 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	MONTAGUE	Brit str.	1 m.	P. T. Helms	GIBB, LIVINGSTON & CO.	On 23rd inst., at 4 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	EMPEROR OF INDIA	Brit str.	2 m.	H. Raegener	BUTTERFIELD & SWINE	On 24th inst., at 12 M.
ANTWERP & HAMBURG VIA STRAITS, &c.	SVERICK	Brit str.	—	T. Sekine	NIJOP YUSEN KAISHA	On 25th inst., at 4 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	TAIWAN	Brit str.	1 m.	H. Koops	JAVA-CHINA-JAPAN LINIEN	On 26th inst., at Noon
ANTWERP & HAMBURG VIA STRAITS, &c.	KUMANO MARU	Jan str.	—	V. McClymont-Liddell	MELCHERS & CO.	On 27th inst., at 4 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	PRINS SIGISMUND	Gen str.	—	E. Forsyth	NIJOP YUSEN KAISHA	On 28th inst., at 4 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	YAWATA MARU	Jap str.	—	F. E. Cope	NIJOP YUSEN KAISHA	On 29th inst., at 4 P.M.
ANTWERP & HAMBURG VIA STRAITS, &c.	IYO MARU	Jap str.	—	H. Raegener	MELCHERS & CO.	On 30th inst., at 12 M.
ANTWERP & HAMBURG VIA STRAITS, &c.	KOBAYASHI	Jap str.	—	T. Sekine	NIJOP YUSEN KAISHA	On 1st Oct., at 12 M.
ANTWERP & HAMBURG VIA STRAITS, &c.	YOKOHAMA	Jap str.	—	H. Koops	JAVA-CHINA-JAPAN LINIEN	On 2nd Oct., at 12 M.
ANTWERP & HAMBURG VIA STRAITS, &c.	YOKOHAMA	Jap str.	—	A. W. Outterbridge	BUTTERFIELD & SWINE	On 3rd Oct., at 12 M.
ANTWERP & HAMBURG VIA STRAITS, &c.	TIKINI	Brit str.	—	J. W. Evans	JARDINE, MATHERSON & CO., LTD.	On 4th Oct., at 12 M.
ANTWERP & HAMBURG VIA STRAITS, &c.	TIKINI	Brit str.	—	W. C. Passmore	DOWELL & CO., LTD.	On 5th Oct., at 12 M.
ANTWERP & HAMBURG VIA STRAITS, &c.	TIKINI	Brit str.	—	A. W. Outterbridge	BUTTERFIELD & SWINE	On 6th Oct., at 12 M.
ANTWERP & HAMBURG VIA STRAITS, &c.	TIKINI	Brit str.	—	R. W. Almond	JARDINE, MATHERSON & CO., LTD.	On 7th Oct., at 12 M.
ANTWERP & HAMBURG VIA STRAITS, &c.	TIKINI	Brit str.	—	P. H. Wolfe	BUTTERFIELD & SWINE	On 8th Oct., at 12 M.
ANTWERP & HAMBURG VIA STRAITS, &c.	TIKINI	Brit str.	—	R. E. Rodger	JARDINE, MATHERSON & CO., LTD.	On 9th Oct., at 12 M.
ANTWERP & HAMBURG VIA STRAITS, &c.	TIKINI	Brit str.	—	F. Plumbett	BUTTERFIELD & SWINE	On 10th Oct., at 12 M.
ANTWERP & HAMBURG VIA STRAITS, &c.	TIKINI	Brit str.	—	F. Sembl	MELCHERS & CO.	On 11th Oct., at 12 M.
ANTWERP & HAMBURG VIA STRAITS, &c.	TIKINI	Brit str.	—	B. Ken	NIJOP YUSEN KAISHA	On 12th Oct., at 12 M.
ANTWERP & HAMBURG VIA STRAITS, &c.	TIKINI	Brit str.	—	Ross Core	BUTTERFIELD & SWINE	On 13th Oct., at 12 M.
ANTWERP & HAMBURG VIA STRAITS, &c.	TIKINI	Brit str.	—	G. F. Hudson	JARDINE, MATHERSON & CO., LTD.	On 14th Oct., at 12 M.
ANTWERP & HAMBURG VIA STRAITS, &c.	TIKINI	Brit str.	—	W. J. Davies	JARDINE, MATHERSON & CO., LTD.	On 15th Oct., at 12 M.
ANTWERP & HAMBURG VIA STRAITS, &c.	TIKINI	Brit str.	—			On 23rd inst., at 2 P.M.

TO BE DESPATCHED

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamer

CATHERINE APCAR.

Captain G. E. Hudson, will be despatched for the above Ports on THURSDAY, the 16th inst., at Noon.

For Freight or Passage, apply to

